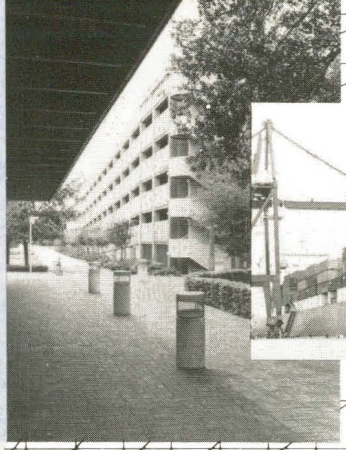
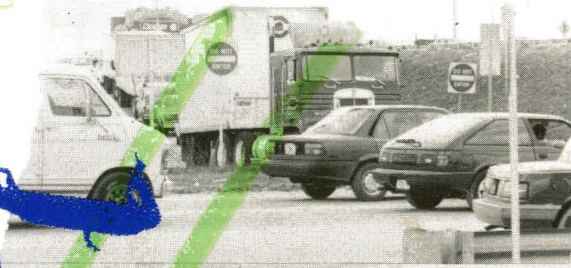
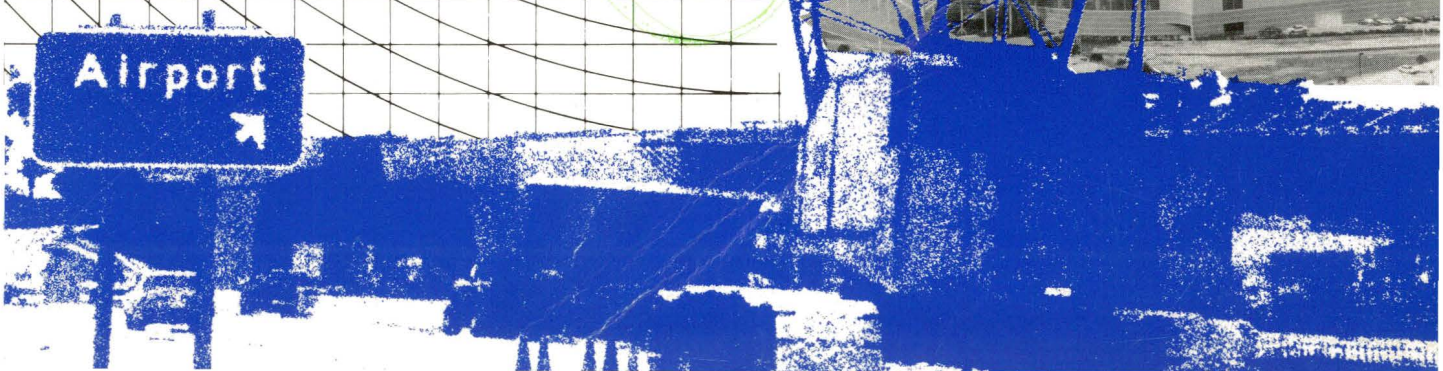


# 1991 Unified Planning Work Program for Transportation



## Metropolitan Planning Organization

METRO-DADE



# FY 1991 UNIFIED PLANNING WORK PROGRAM FOR TRANSPORTATION

JUNE 1990

PREPARATION OF THIS REPORT HAS BEEN FINANCED IN PART THROUGH GRANTS FROM THE UNITED STATES DEPARTMENT OF TRANSPORTATION.

ANYONE DESIRING FURTHER INFORMATION ON ITS CONTENTS SHOULD CONTACT:

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METRO-DADE CENTER
111 N. W. FIRST STREET, SUITE 910
MIAMI, FLORIDA 33128

THE METROPOLITAN PLANNING ORGANIZATION
FOR THE MIAMI URBANIZED AREA
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| | |
|---|---|
| Anita J. Jones | Metropolitan Planning Organization |
| Michael Moore | Metropolitan Planning Organization |
| Yvonne Soler | Metropolitan Planning Organization |
| Sheila Winitzer | Citizens' Transportation Advisory Committee Secretariat |

# EXECUTIVE SUMMARY

The 1991 Unified Planning Work Program describes transportation planning activities for the Miami urbanized Area to be completed during the fiscal period beginning July, 1990. The document outlines a variety of planning projects that will assist in further defining the comprehensive and multi-modal transportation improvement program approved for the metropolitan area in the current Metro-Dade Transportation Plan. As it is the case for every annual program, the work is to be undertaken in a cooperative manner between the various participating Metro-Dade County agencies and the Florida Department of Transportation, guided by policies adhered to by the State of Florida and the Metropolitan Planning Organization (MPO) Governing Board. Guidance from the modal Federal transportation agencies that support the program is also used as a significant element in the definition of the program of planning projects.

Formal technical guidance is provided by the transportation Planning Council (TPC) of the MPO and the various special TPC committees. Dade County municipalities are requested to review the program prior to its adoption. Citizen participation is insured through the monthly meetings of the Citizens Transportation Advisory Committee (CTAC) and the many other meetings and hearings held throughout the community during the program period as necessary. Participation of the private passenger transportation industry in the development of the UPWP occurs both through the CTAC and through special Board Committees.

The projects identified in the 1991 UPWP directly address the objectives defined by the Program Committee and approved by the Transportation Planning Council and the MPO Governing Board. These objectives are in turn based on the policies defined in the urban area Transportation Plan and in the Metro-Dade Comprehensive Development Master Plan and are consistent with the transportation goals expressed in the Regional Plan for South Florida.

As with every annual program, projects in the 1991 UPWP address required work activities and agreed upon Local, State and Federal transportation planning issues and priorities. The continuing intensification of the metropolitan nature of the urban area and the increasingly high levels of travel congestion that are routinely experienced along major travel corridors make these planning efforts critical priorities.

Projects in the program that do not directly address requirements or special emphasis areas relate to technical activities that are being continued during Fiscal Year 1991.

Finally, it is noted that consideration of environmentally-related transportation project impacts is to be conducted as part of the regular project planning and development activities and therefore, no specific work elements are defined for this work.

DRAFT
6/5/90

METROPOLITAN PLANNING ORGANIZATION
FOR THE MIAMI URBANIZED AREA
1991 UNIFIED PLANNING WORK PROGRAM

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| 1.02 Transportation/Land Use Coordination | 55,000 | 1-3 |
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| | $815,000 | |
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| 2.02 Highway Surveillance | 65,000 | 2-3 |
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| | COST | PAGE |
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| OBJECTIVE D: TRANSPORTATION PLANNING PROCESS AND FUNDING | | |
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| 4.06 UMTA Civil Rights Requirements ..... | 10,000 | 4-15 |
| 4.07 FDOT/MPO Transportation Planning Liaison ..... | 30,000 | 4-16 |
| 4.08 FDOT/Cash Match ..... | 50,000 | N/A |
| 4.09 MPO Program Support Services* ..... | 85,000 | N/A |
| | $643,806 | |

TOTAL PROGRAM FUNDING (ESTIMATED) ..... $2,053,806

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* - This activity consists of funds allocated to pay for program accounting fees and rental of MPO Program Offices.

UNIFIED PLANNING WORK PROGRAM
FISCAL YEAR 1991

## PROGRAM OBJECTIVES

### OBJECTIVE A: LONG-RANGE TRANSPORTATION PLANNING

Maintain a technically sound Long-Range Transportation Plan which establishes priorities and conforms with Federal and State transportation and land-use planning requirements.

### OBJECTIVE B: SHORT-RANGE TRANSPORTATION PLANNING

Provide the necessary technical basis for decisions on near-term improvements by addressing transportation corridor and sub-area needs that conform with policies identified in long-range plan elements.

### OBJECTIVE C: INTEGRATED TRANSPORTATION SYSTEM

Plan for the implementation of an integrated multi-modal transportation system which coordinates private and public transportation resources, and addresses the needs of motorized and non-motorized vehicle users, pedestrians, and of the transportation disadvantaged.

### OBJECTIVE D: TRANSPORTATION PLANNING PROCESS AND FUNDING

Maintain the flow of Federal and State transportation improvement funds by maintaining a transportation planning process which includes appropriate interagency coordination, public involvement and impact assessment, and produces comprehensive and financially feasible transportation plans.

# PROJECT DESCRIPTIONS

# OBJECTIVE A: LONG-RANGE TRANSPORTATION PLANNING

# FY 1991 UNIFIED PLANNING WORK PROGRAM

## Detailed Project Description

WORK ELEMENT:

1.01 URBAN TRAVEL MODELING AND FORECASTING

OBJECTIVES:

1. To maintain updated Dade County highway and transit networks in an automated (mainframe computer) format to apply state-of-the-art techniques for the evaluation of proposed transportation improvements.

2. To set up and maintain the Operating System 2 (OS/2) Version of Micro-FSUTMS (Florida's Standard Urban Transportation Modeling Structure) such that pre-defined, small areas can be computer-simulated to test the impact of proposed capacity improvements and/or the effects of land-use changes or developmental impact without having to run the urban area network in its entirety, thereby saving computer time and man-hours.

PREVIOUS WORK:

These are continuing activities in Dade County's transportation planning process. The second objective is a new approach to small area modeling. Already completed preparatory tasks include: acquisition, installation and testing of the necessary hardware and software, and definition of at least four over-lapping sectors (small areas) of the County.

METHODOLOGY:

1. Update and maintain transit and highway networks, as necessary, to reflect changes in existing conditions.

2. Provide model support work to other public and private entities using Dade County's travel demand models.

3. Provide data transfer and support, as required, for small area models.

4. Serve as the clearinghouse for all highway and transit networks. This shall include responsibility for corrections, modifications, updates and adoptions of said networks for current and future year networks and datasets.

5. For the sub-area analysis task, validate each sector so that it stands on its own, giving similar results to when the network is run in its entirety.

6. Test each sector using mock developmental impact and/or land-use intensity changes to compare with results of full network model simulations.

END PRODUCTS:

1. An updated set of reproducible, quality-checked link-node maps available in mylar and blueline form

2. Micro-FSUTMS Operating System 2 (OS/2) Version capabilities to simulate trip generation, distribution and assignment on the Miami urban highway and transit networks, including Highway and Transit Network Editing and Display (HNEDS and TNEDS) capability

3. Interfacing capabilities with other County and State agencies

4. Software and hardware updates as necessary

5. A personal computer-oriented validated, calibrated system which will house Micro-FSUTMS OS/2 Version and a compartmentalized Dade County network database dedicated to small area analysis

PROJECT MANAGER:

Michael Moore

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Developmental Impact Committee

REQUIRED FUNDING:

$110,000

# FY 1991 UNIFIED PLANNING WORK PROGRAM

## Detailed Project Description

WORK ELEMENT:

1.02 TRANSPORTATION/LAND USE COORDINATION

OBJECTIVE:

To review and assess land use development impacts concurrent with transportation-related actions.

PREVIOUS WORK:

This is a continuing activity in Dade County's transportation planning process.

METHODOLOGY:

1. Continue the operation of the Metropolitan A-95 Clearinghouse function for transportation-related programs and plans within Dade County. Review transportation-related projects, programs and activities for consistency with metropolitan plans and policies.

2. Review applications for CDMP amendments to evaluate the highway and other transportation impacts of said amendments.

3. Assess the highway and transit impacts of proposed individual land development projects processed through the Developmental Impact Committee (DIC) and Development of Regional Impact (DRI) processes.

4. Perform travel time and delay studies along specified freeways and arterials.

END PRODUCTS:

1. Memoranda on assessments of plans and projects as to their consistency with the adopted Comprehensive Development Master Plan

2. Correspondence documenting A-95 review comments on specific projects and comments on various transportation plans

3. Analyses of transportation impacts of CDMP applications

4. Preparation of summary reports critiquing transportation components of proposed developments, including proposed transit and highway developer requirements

5. Verification of traffic analyses generated by other agencies and consultants

6. Travel time and delay data that can be used to validate Level-of-Service calculations on both the State or County roadway systems, and to be used to compare against travel time results from MUATS model simulations

7. Proposals for long range plan refinement

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Transit Agency
Metro-Dade Public Works
Metro-Dade Planning Department

REQUIRED FUNDING:

$55,000

FY 1991 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

1.03 TRANSIT CORRIDOR TRANSITIONAL STUDY

OBJECTIVE:

To conduct an analysis of the high-volume travel urban transportation corridors identified in the MPO Year 2010 Transportation Plan, based on established technical criteria.

PREVIOUS WORK:

The Year 2010 Long-Range Plan identifies six priority transit corridors for the subject analysis.

METHODOLOGY:

3.0 SCOPE OF WORK

3.1 Introduction

As a part of the continuing and comprehensive planning process conducted in Metropolitan Dade County to plan for future facilities and services to serve its citizens, Metro-Dade is seeking proposals to conduct a public transportation-related study.

The purpose of the study is to assess the potential benefits and costs associated with the possible implementation of a major capital investment in a public transit project along an identified metropolitan high-volume travel corridor. The information derived from the overall analysis is expected to provide local elected officials with sufficient information to choose a preferred alignment and technology for the implementation of priority transit service along the selected corridor.

In broad terms, the study is to consist of the following elements:

a. Preparation of a Transitional System Planning Report that provides a detailed technical basis to select a priority corridor and proposes a set of promising locations and technology alternatives to carry into alternatives analysis;

b. Completion of a corridor transportation alternatives analysis, which will provide the basis to select a specific alignment and technology for a possible major transit investment;

All technical tasks and study development activities are to be performed following the formal guidelines prescribed by the Federal Urban Mass Transportation Administration and also all applicable State and local requirements.

The information in the following pages provides all prospective proposers with a consistent framework for developing a clear proposal of:

- What is to be accomplished;
- How it is to be accomplished; and
- When each task is to be accomplished.

Where this workscope states that there are contingencies for continuing the work or options for doing the work, the prospective proposers should provide methodologies for dealing with the contingencies and options.

3.2 Study Objectives

The following objectives are to be used as guidelines in the development of proposals:

1. To review the information derived from the analysis conducted in the recent preparation of the Metropolitan Planning Organization Year 2010 Transportation Plan to ascertain the level of new information that needs to be prepared for each of the six priority corridors identified in that Plan;

2. To prepare a work plan to conduct a Transitional System Planning Analysis;

3. To complete a Transitional System Planning Study, contingent upon UMTA's approval of the work plan for preparing such analysis;

4. To prepare a report on the results of the Transitional Study, including the ranking of the priority corridors studied on relevant technical criteria, and a recommendation for the selection of one corridor to carry into Alternatives Analysis. the recommendations and appropriate background information and alternatives will be presented to the Metropolitan Planning Organization Board and the Dade County Board of County Commissioners for their action. Once a corridor is selected, UMTA concurrence for conducting the Alternatives Analysis will be sought;

5. To support Metro Dade in public participation activities related to the study; and

3.3 Work Products

Products of this work will be in the form of technical memoranda and reports as detailed for each task described in this section.

Progress reports of work completed for the prior month and work anticipated to be completed for the future month will be submitted by the fifth business day of each month. Their contents are specified in Task 1 of Section 3.4 below.

The technical memoranda and reports will be submitted to the County's Project Manager three business days prior to each periodic project management meeting, or when each memorandum or report is completed, whichever is earlier. The County's Project Manager will specify if preliminary drafts or draft of products are needed. Where they are so specified, preliminary drafts and/or drafts would be submitted initially. final versions of the products will incorporate the comments of reviewing parties, as appropriate. Ten copies of each methodology report will be provide at the time for submission and twenty copies of the Results Papers will be provided, as they re completed. In addition, twenty copies of any other formally required report will be requested.

3.4 Study Tasks

The tasks to be performed by the consultant are outlined in this document for each phase of the study. The tasks are illustrative and proposers are encouraged to provide additional tasks, if they deem them necessary to meet local, State and Federal requirement or other technical considerations. At the sole discretion of the County, work may be concluded at the end of any of the three phases. Each phase will commence only after a Work Order from that particular phase is issued to the consultant. The work plan and budget of the proposer should be developed for each phase of the project.

PHASE I - PROJECT MANAGEMENT AND SYSTEMS PLANNING

TASK 1 -- Develop Project Management Procedures

Task Purpose: To establish a project control and management to assure quality products within the schedule and budget established for the project.

Task Approach: The consult will develop a monitoring system for reporting the status of the project with regard to products, major milestones and schedules in the form of a CPM chart or equivalent. The consultant will also provide a

process to monitor reimbursable costs incurred by the consultant and to make the information available to the project manager upon request.

Task Products:

1. A project CPM chart or its equivalent;

2. Periodic expense reports;

3. Monthly progress reports detailing the status of the project: an outline of work completed, potential problems, schedule adherence and budget status of each task identified in the approved scope of work (work plan); and

4. Projected progress reports for the following month, describing the work that is anticipated to be completed and the projected schedule and budget for completing each task.

TASK 2 -- Collect and Review Previous Work

Task Purpose: To use all available resources and knowledge concerning this project.

Task Approach: The consultant will collect and become familiar with all available and applicable reports and data (current and historical). Examples of the types of work to be accomplished could include, but are not limited to:

- Conducting an inventory of all pertinent engineering data, ridership demand forecasts, land use and demographics information and identifying data that is not available or must be updated, if necessary; and

- Becoming familiar with local documents describing alternative corridors and technologies that have been studied previously, such as the 1984 Metro Transit Expansion Study and the MPO Year 2010 Transportation Plan; and

(In relation to this Task, the consultant is expected to be thoroughly familiar with UMTA requirements for Long-Range Planning and Systems Planning/Transitional Analyses.

Task Products:

1. A bibliography of data sources and technical reports to be used by the consultant during the study;

2. A Technical Memorandum outlining the activities required to conduct the scoping process;

3. A Technical Memorandum identifying information required to conduct the Systems Planning/Transitional Analysis and AA/DEIS processes; and

4. Technical Memoranda documenting outlines of the Systems Planning/Transitional Analysis work to be performed.

TASK 3 -- Support Citizen Involvement Activities

Task Purpose: To support the activities of the on-going MPO public involvement program to obtain citizen input.

Task Approach: The consultant, in conjunction with County staff, will d develop a schedule of appropriate citizen involvement activities. This will include the scheduling of appropriate meetings and presentations, and the provision of technical staff support as required. Tasks to support the citizen involvement program that will be conducted by staff include, but are not limited to: publishing public notices, establishing meeting schedules, distributing information and recording the minutes for all public meetings.

Task Products:

1. A report describing appropriate citizen participation and public review activities; and review of the modal split model and the underlying assumptions.

   If the travel demand model requires modifications (as defined by the County), the consultant will make those modifications before continuing work on this study.

Task Products:

1. A Technical Memorandum detailing the procedure for refining the models used in preparing the Year 2010 Transportation Plan, if necessary; and

2. A Technical Memorandum documenting the results of Task Product 1A above.

TASK 4 -- Refine Methods and Information Base of the Year 2010 Transportation Plan

Task Purpose: To refine the travel demand forecasting model and network analysis techniques that were used in the Year 2010 Transportation Plan preparation, so that they are acceptable for completing the Transitional System Planning Study and the Alternatives Analysis.

Task Approach: The consultant will review the documentation of the Year 2010 Transportation Plan, and the results thereof, and develop a procedure to refine, as necessary, the computer modeling process. Examples of the work to the accomplished could include, but are not limited to:

Review of person travel estimates and the underlying assumptions;

Review of the highway and transit networks;

Review of the modal split-model and the underlying assumptions.

If the travel demand model requires modifications (as defined by the County), the consultant will make those modifications before continuing work on this study.

Task Products:

1. A Technical Memorandum detailing the procedure for refining the models used in preparing they Year 2010 Transportation Plan, if necessary; and

2. A Technical Memorandum documenting the results of Task Product 1A above.

TASK 5 -- Complete the Transitional Systems Planning Analysis

Task Purpose: This analysis will result in the technical ranking of the corridors studied and the development of a recommendation for the selection of one priority transit corridor and of a set of alternative technologies to study within the corridor. This work will be carried out in several major sub-tasks as detailed below.

TASK 5A - Develop Methodology

Task Purpose: To develop the approved methodology to complete the Transitional Analysis.

Task Approach: Identify and document the tasks that need to be conducted to complete the Systems Planning Phase of the study.

Task Product:

A Technical Memorandum detailing a work plan, including the approved methodology(ies), to complete Systems Planning and prepare the Transitional Analysis Report. Definition of technology alternatives for the corridors and financial capacity tasks must be included in the work plan.

TASK 5B - Conduct Analysis

Task Purpose: To establish the detailed technical information base to recommend one priority transit corridor and a set of alternative technologies for Alternatives Analysis.

Task Approach: To carry out the work plan developed in Task 5A.

Task Products:

A Draft of the Transitional Analysis Report, including a recommendation for one priority transit corridor and a set of alternative technologies.

TASK 5C - Receive Public Comment

Task Purpose: To present the results of the Transitional Analysis to the Citizens Transportation Advisory Committee (CTAC).

Task Approach: Work with County staff in evaluating CTAC comments and in preparing the technical responses to the comments.

Task Product:

1. A Technical Memorandum detailing the public comment process and the results thereof, describing how each commend or group of comments was evaluated; and

2. The final Transitional Analysis Report, including any modifications that result from comments received from citizens.

TASK 5D - Rank All Corridors and Recommend One Corridor

Task Purpose: To present the technical recommendations of the Transitional Analysis relative to the ranking of the corridors studied to designated groups. These groups will include the Transportation Planning Council, the Transportation Committee, Citizen's Transportation Advisory Committee, MPO Governing Board, Board of County Commissioners, citizens and others.

END PRODUCTS:

Series of reports documenting the study.

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Transit Agency

REQUIRED FUNDING:

$650,000

# OBJECTIVE B: SHORT-RANGE TRANSPORTATION PLANNING

# FY 1991 UNIFIED PLANNING WORK PROGRAM

## Detailed Project Description

WORK ELEMENT:

2.01 SHORT-RANGE INTERMODAL PLANNING

OBJECTIVE:

To develop proposals for increasing travel capacity along congested urban corridors and to and from major regional activity centers through low capital investment strategies, such as traffic operations and TSM approaches.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

1. Identification of critical locations using current traffic circulation level-of-service information derived from the update of the long-range transportation plan.

2. After identification of candidate locations, selection of a minimum of two for further study.

3. Collect the necessary analysis data.

4. Evaluate, in detail, possible capacity enhancement alternatives and specific positive and negative impacts of each.

5. Develop specific project proposals describing operational and conceptual engineering characteristics as necessary.

6. Evaluate proposed improvement projects to determine feasibility and potential impacts, including cost feasibility assessments and preliminary financing plans.

END PRODUCTS:

1. Interim reports documenting magnitude and incidence of corridor traffic congestion problems, both by location and type, also listing potentially remedial actions

2. Summary report documenting the work completed including all recommended traffic and transportation system management improvements

3. Proposals for implementing strategies that improve travel to and from major suburban activity centers and along identified, heavily travelled urban corridors

PROJECT MANAGER:

Michael Moore

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Transit Agency
Metro-Dade Public Works

REQUIRED FUNDING:

$120,000

# FY 1991 UNIFIED PLANNING WORK PROGRAM

## Detailed Project Description

WORK ELEMENT:

2.02 HIGHWAY SURVEILLANCE

OBJECTIVE:

Provide information on the current and historic usage, and usage trends of the countywide highway traffic-counting system as required for long-range transportation planning, short-range highway planning, transit planning, service concurrency evaluation, and the Comprehensive Development Master Plan.

PREVIOUS WORK:

This is a continuing activity. In addition, updating the entire system programming and expansion of the number of traffic count stations will be accomplished this year.

METHODOLOGY:

1. Collect quarterly traffic counts at selected sites along County, city, and State highways.

2. Process and incorporate County records into a master data file.

3. Catalog Metro-Dade County and Florida Department of Transportation traffic volume information on traffic count lists for the current year.

4. Maintain data base (system programming and master data file) containing history of Metro-Dade County traffic counts for each traffic count station.

5. Maintain station number and station location description lists and station number maps for Metro-Dade County and Florida Department of Transportation traffic count stations.

6. Purchase personal computer and peripheral equipment to run entire system, as required to conduct the data surveillance activities and maintain the data base.

7. Complete the needed tasks for system programming.

END PRODUCTS:

1. Ten-year history and analysis for each traffic count station

published quarterly

2. Traffic count lists and station maps for past calendar year published annually

PROJECT MANGER:

Harvey Bernstein

PARTICIPATING AGENCY:

Metro-Dade Public Works

REQUIRED FUNDING:

$65,000

FY 1991 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

2.03 TRANSIT SURVEILLANCE

OBJECTIVES:

1. Provide transit related information for supporting overall transportation/transit planning.

2. Provide a database of Metrobus route-level data for supporting detailed analysis of routes and line-up planning.

3. Provide a database of trip origin-destination information by Metrobus route and by individual traffic districts in the service area.

4. Support the analysis and evaluation of short-range operations plans (1 to 2-year time frame) by developing estimates for growth trends, ridership seasonal variations, and evaluating the impact/productivity of proposed service changes in the context of existing routes productivity and service planning guidelines.

5. Maintain the Transit Financial Capacity models updated and reflective of the most current Transportation improvement Program (TIP), as required by the Urban Mass Transportation Administration.

6. Develop a single database of transit/finance information that may be easily accessed and manipulated to electronically produce needed/required documents for executive management use.

PREVIOUS WORK:

Most of these activities/objectives are of a continuing nature. Others have been initiated in previous years and need to be continued. The origin-destination studies may continue until all major transit service areas/corridors in the County are incorporated to the master database.

METHODOLOGY:

Each one of the above indicated program objectives has a particular methodology associated with it. In some cases it may be primary source data collection, tabulation, analysis and

reporting; in others, it may require the application of available statistical procedures and/or transit/financial models to evaluate and/or forecast past/future transit service/use trends.

END PRODUCTS:

A series of planning reports and documents that are either required by the State or Federal transportation/transit programs, or that will allow the Metropolitan Planning Organization and the Metro-Dade Transit Agency to fulfill their statutory/discretionary planning obligations.

PROJECT MANAGER:

Mario G. Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

REQUIRED FUNDING:

$65,000

# FY 1991 UNIFIED PLANNING WORK PROGRAM

## Detailed Project Description

WORK ELEMENT:

2.04 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PREPARATION

OBJECTIVE:

Maintain a formal and current 5-Year Transportation Improvement Program consistent with long-range planning activities.

PREVIOUS WORK:

This is a continuing work element of the transportation planning process.

METHODOLOGY:

a. Coordinate the preparation and prepare 5-year proposals for capital expenditures for all transportation modes.

b. Review scope of projects, priorities and schedules.

c. Coordinate Transportation Improvement Program (TIP) with long-range plan and programmatic goals.

d. Coordinate input from all participating agencies.

e. Prepare document for MPO Committees, and Board review and approval.

END PRODUCTS:

A multi-modal Transportation Improvement Program (TIP) document for FY'92, with forecasts of needs through 1996

PROJECT MANAGER:

Walt Jagemann

PARTICIPATING AGENCY:

Metro-Dade Public Works
Metro-Dade Transit Agency
Metropolitan Planning Organization

REQUIRED FUNDING:

$30,000

FY 1991 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

2.05 SOCIO-ECONOMIC DATA BASE

OBJECTIVE:

Continue process of development of new base year (1990) data set and revised projections for 1995, 2000, and 2010.

PREVIOUS WORK:

Continuing activity. The current data set is five years old and no longer corresponds with the adopted CDMP.

METHODOLOGY:

The 1990/91 program year is an important one for database development. It is the first of a two-year effort required to produce a totally updated socio-economic data set. This will include projects of the variables in correspondence with the latest land-use configuration of the CDMP. the current data set is five years old and, in some significant instances, no longer corresponds to the CDMP land-use and development patterns. Between 1985 and 1990, more than 150,000 population increase has occurred. Projections to the year 2010 will be revised upward once the actual census count is known. These additions will be between 150,000 and 250,00 people by the years 2000 and 2010. Employment, autos available and other variables will undergo similar changes.

Beyond adjustment of the aggregated figures, distribution to TAZ's constitutes the bulk of the work. the following will outline the stages involved:

1. Redefine TAZ boundaries, as necessary, and prepare TAZ/census block equivalency table.

2. Utilize post-census housing lists to prepare preliminary total housing counts by TAZ for 1990.

3. Use PL 94-171 data to prepare population estimates by TAZ 1990.

4. Use most recent CDMP residential land use configuration to create provisional projects of total population and housing units by TAZ top year 2000 and 2010.

5. Carry out work, as necessary, concerning participation with the development of the Census Transportation Data Package.

END PRODUCTS:

1. Partial TAZ database, including base year (1990) values and 2000 and 2010 provisional projections of total population and housing units

PROJECT MANAGER:

C. W. Blowers

PARTICIPATING AGENCY:

Metro-Dade Planning Department

REQUIRED FUNDING:

$65,000

# OBJECTIVE C: INTEGRATED TRANSPORTATION SYSTEM

FY 1991 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

3.01 AIRPORT MULTI-MODAL ACCESS STUDY

OBJECTIVE:

To evaluate Transportation infrastructure alternatives for various ground service facilities that may converge and, in several cases, terminate within the immediate land area located east of the Miami International Airport (MIA). The evaluated access modes and facilities at the site will, at a minimum, include:

- A rapid transit extension from Earlington Heights to serve MIA.
- A limited access, expressway facility directly connecting S.R. 836 (Dolphin Expressway) and S.R. 112 (Airport Expressway).
- A Tri-Rail extension to the immediate proximity of MIA.
- An Airport Ground Transportation Terminal (AGTT) to serve ground access needs of commercial vehicles engaged in daily passenger services to the airport, (e.g. hotel courtesy vans, rental-car company vehicles).
- A possible ground express transportation link to connect MIA to a future, new regional airport.
- A potential connection to a future high-speed rail system.
- A connection from the site to the Airport Terminal Complex.

The result of this study will (1) define and determine the feasibility/integration of these individual projects and related corridors; (2) provide background for the incorporation of feasible projects into the MPO Long-Range Transportation Plan and Transportation Improvement Program and; (3) define right-of-way requirements for early acquisition and protection with available State funding. The study will formulate facility needs and evaluate alternative concepts and general corridors. Later work is planned to refine selected concepts, detail facilities

required, define property requirements and construction / acquisition costs.

PREVIOUS WORK:

This project will build on the recommendations of the 1987 Miami International Airport Area Transportation Study. These recommendations included proposed further studies for the concepts of an expressway connection between SR 836 and SR 112, a new transit connector to Metrorail, a new Tri-County Rail station closer to the Airport, and ultimately, a multi-modal transportation center. The requirements and location of these facilities should be studied together, resulting in a conceptual "master plan" to guide more detailed planning of individual projects.

METHODOLOGY:

This study will utilize previous data collected and analyses from the Airport Area Transportation Study and the Aviation Department SR 836 Connector Study to the maximum possible extent.

Tasks:

a. Identify ground transportation access modes to be studied and develop background information on previous efforts pertaining to each.

b. Develop several alternative configurations that integrate the potential service systems into a mutually supporting set of facilities. These alternatives will also describe approximate land area requirements and associated costs.

c. Evaluate the proposed alternatives on all relevant on criteria.

d. Prepare a recommended plan for implementation to include project phasing, possible schedules and costs, and preliminary right-of-way maps.

END PRODUCTS:

1. Identification of all the various ground-access modes desired.

2. Technical Memorandum describing alternatives for the conceptual physical layout of the identified projects.

3. Technical Memorandum evaluating the impacts and costs of the various alternatives.

4. Study report specifying a preliminary implementation and phasing plan for the various projects.

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Florida Department of Transportation
Metro-Dade Aviation Department

REQUIRED FUNDING:

| | | |
|---|---|---|
| $20,000 | - | Metropolitan Planning Organization |
| 25,000 | - | Florida Department of Transportation |
| 25,000 | - | Metro-Dade Aviation Department |
| $70,000 | - | Total Project |

FY 1991 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

3.02 IMPROVING REGIONAL TRANSPORTATION PLANNING

OBJECTIVE:

To improve a regional transportation planning process which insures multi-jurisdictional coordination and considerations of multi-jurisdictional impacts.

PREVIOUS WORK:

This project, undertaken by the South Florida Regional Planning Council, started in FY 1989. During the FY 1989, the Council organized a transportation technical committee to study multi-jurisdictional issues focusing the Northwest Dade/Southwest Broward area. A draft transportation committee report has been prepared. Among those issues identified, several have broader regional implications and deserve detailed investigation. In addition, several issue workshops have been held to discuss revisions of transportation policies in the Regional Plan for South Florida.

METHODOLOGY:

The Regional Planning Council will design and implement a transportation planning process for the region which insures full participation of the MPO staffs and the Transportation Planning personnel from Monroe County. This process will include, but not limited to, issue workshops and papers necessary to address the multi-jurisdictional impacts from the development or transportation system development. Elements may include: improving coordination between the transportation modelling processes, improving coordination of transit planning, and improving coordination of the planning for the proposed Northwest Dade Air Carrier Airport.

END PRODUCTS:

An improved regional transportation planning and issue management process designed to meet the specific needs for South Florida; this will improve coordination between the two MPO's in the region, by focusing on the shared issues that are multi-jurisdictional in nature.

PROJECT MANAGER:

Jack B. Osterholt

PARTICIPATING AGENCIES:

Broward County Office of Planning
Broward County Planning Council
Dade & Broward County MPO's
Florida Department of Transportation
Metro-Dade Planning Department
Monroe County Transportation Planning Staff

REQUIRED FUNDING:

$5,000 for Dade County's portion

# FY 1991 UNIFIED PLANNING WORK PROGRAM

## Detailed Project Description

WORK ELEMENT:

3.03 COMPREHENSIVE BICYCLE PLANNING AND COORDINATION

OBJECTIVE:

To institutionalize Bicycle/Pedestrian transportation in the Dade County planning process.

PREVIOUS WORK:

1. Created a Dade County Bicycle Suitability Map.

2. Acquired van and trailer for assistance with safety programs and maintenance programs.

3. Obtained information display center, posters, brochures and signs for marketing of Bike-On-Trains program.

4. Acquired computer and printer for development of facilities inventory using GIS, newsletter, Bike-On-Trains and locker data collection.

5. Assisted Dade County Public Schools with the development and expansion of Bicycle Education America curriculum. Trained 70 Dade County teachers; added 12 new schools to Program. Assisted with start-up of Bike Education Program in Broward and Lee Counties.

6. Develop community education safety programs.

METHODOLOGY:

a. Create facility plan, based on information surveyed while developing the Bicycle Suitability Map.

b. Catalog the procedures, policies and standards of various agencies/departments with regard to Bicycle/Pedestrian planning and implementation.

END PRODUCTS:

1. Continued expansion of Dade County Public School's Bike-Ed America Program

2. A facilities inventory to determine the need for bicycle facilities in new or reconstructed roadways while at the preliminary engineering stage

3. Report encouraging a restructured Bicycle Registration program

4. A report on the benefits of centralizing the planning and implementation activities of each department associated with Bicycle/Pedestrian issues.

5. Reorganization of the Bicycle Advisory Committee (BAC) to include Pedestrian and Handicapped mobility.

6. Propose adoption of a County policy on bicycle facility/roadway design similar to the Florida Department of Transportation, including the recommendation of zoning code revisions with regard to non-motorized transportation facilities.

7. Complete review of Bike-On-Trains Program policies, including Tri-Rail.

PROJECT MANAGER:

Jeffrey Hunter

PARTICIPATING AGENCY:

Metropolitan Planning Organization

REQUIRED FUNDING:

$100,000

# FY 1991 UNIFIED PLANNING WORK PROGRAM

## Detailed Project Description

WORK ELEMENT:

3.04 AIRPORT/SEAPORT RAIL TRANSIT FEASIBILITY STUDY

OBJECTIVE:

To conduct a feasibility study for an Airport-to-Seaport rail transit connection using existing State-owned right-of-way and operating with the Tri-county Commuter Rail Authority trains and equipment.

PREVIOUS WORK:

None.

METHODOLOGY:

a. Task 1 - Conceptual Engineering

- ROW requirements
- Station locations (including assessment of an extension of the system to the Hertz Property vicinity at MIA entrance road)
- Utility relocation
- Equipment and trackwork requirements
- Physical constraints and solutions (to include an analysis of the trackage running rights on the FEC line from the Port to Iris interlocking with consideration for constructing a North and South leg wye to the existing FDOT corridor at Iris)

b. Task 2 - Patronage and Revenue Projects and Service Quality Issues

- Origin and Destination Study (including a western feeder bus route to better utilize and enhance the existing Hialeah/MIA station)
- Alternative Ridership Scenarios
- Revenue Projections
- Impact of Modal Transfers on Service Quality

c. Task 3 - Cost Estimate

- Capital improvement: facilities and rolling stock
- Operating, maintenance and administration

d. Task 4 - Environmental Assessment

- Noise and vibration
- Transportation relocation
- Land-use
- Displacement and relocation
- Construction impacts

e. Task 5 - Recommended Conceptual and Financial Plan

END PRODUCTS:

1. Feasibility Study Report

PROJECT MANAGER:

Claude Bullock

PARTICIPATING AGENCIES:

Dade County Aviation Department
Dade County Seaport Department
Tri-County Rail Authority

REQUIRED FUNDING:

| | |
|---|---|
| $25,000 | - Dade County Aviation Department |
| 25,000 | - Dade County Seaport Department |
| 25,000 | - Tri-County Rail Authority |
| $75,000 | - Total Project |

# OBJECTIVE D: TRANSPORTATION PLANNING PROCESS AND FUNDING

# FY 1991 UNIFIED PLANNING WORK PROGRAM

## Detailed Project Description

WORK ELEMENT:

4.01 UPWP ADMINISTRATION

OBJECTIVE:

Effectively manage the approved UPWP Program and the funds supporting the Program.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

a. Manage current year (FY'91) planning activities.

   1. Insure the effectiveness of the on-going (FY'91) planning program to meaningfully resolve issues on a continuous and regular basis.

   2. Propose UPWP revisions, as appropriated, to respond to changing conditions. Convene the UPWP Committee to review proposed revisions. Present revisions to the TPC, the MPO Board, and funding agencies.

b. Administer the Work Order System.

   1. Working with the cognizant individual Project Managers and divisions/department heads, prepare draft Work Order Requests and process, as necessary, to validate charge accounts and financial procedures.

   2. Review Work Order Requests to insure consistency with the approved UPWP and grant budgets.

   3. Obtain concurrence of the Finance divisions involved.

   4. Issue Work Orders.

   5. Review and process requests for Work Order revisions, as appropriate.

   6. Revise Work Orders in accordance with approved grant budgets and the procedures approved by the TPC and MPO Board. Issue revised Work Orders.

c. Administer grants supporting the UPWP.

1. Prepare work scope(s) for planning grants and process grant applications and awards, as necessary.

2. Prepare grant revision requests in response to UPWP Revisions and other budget adjustments approved by the TPC/MPO Board.

3. Review the status of grants with funding agencies on a periodic basis.

d. Prepare progress reports.

1. Prepare monthly fiscal reports describing the status of Work Orders, budget authorizations, estimated expenditures, and requested Work Order revisions.

2. Request deliverables from Projects Managers as they become due and summarize and prepare for submission to funding agencies.

3. Prepare Quarterly Progress Reports. Submit to the TPC and funding agencies.

e. Process Reimbursement Requests to funding agencies.

1. Review requests and back-up fiscal information prepared by the Finance Department.

2. Transmit requests to funding agencies.

g. Close-out grants.

1. Initiate close-out proceedings.

2. Prepare and transmit final budgets and other supporting fiscal information.

3. Prepare and transmit Project Completion Report.

4. Facilitate the performance of audits, as necessary.

h. Maintain and update Long Range Transportation Plan and MPO approved documents. Insure adequate public distribution of documents and graphic materials.

END PRODUCTS:

1. Work Order Requests

2. Work Orders

3. Expenditure records

4. Long-Range Transportation Plan and other MPO approved documents for distribution

5. Grant Revision Requests

6. Monthly Fiscal Reports

7. Quarterly Progress Report

8. Reimbursement Requests

9. Project Completion Reports

PROJECT MANAGER:

Jose-Luis Mesa
Anita Jones

PARTICIPATING AGENCY:

Metropolitan Planning Organization

REQUIRED FUNDING:

$65,000

# FY 1991 UNIFIED PLANNING WORK PROGRAM

## Detailed Project Description

WORK ELEMENT:

4.02 MPO BOARD AND TECHNICAL COMMITTEE SUPPORT

OBJECTIVE:

Insure proper resolution of critical transportation issues by the Transportation Planning Council, various MPO committees, and the MPO Board. Assess existing and proposed transportation-related legislation and policies to determine implications for the multi-modal transportation system of Dade County.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

a. Provide staff support for the MPO Board

   1. Identify critical transportation planning issues.

   2. Organize meetings. Prepare Agendas and back-up materials/documentation.

   3. Prepare, certify and process MPO Board Resolutions.

   4. Prepare Minutes and follow-up on directives.

   5. Respond to concerns of MPO Board members.

b. Provide staff support for the Transportation Planning Council.

   1. Identify critical transportation planning issues.

   2. Organize meetings. Prepare Agendas and back-up materials/documentation.

   3. Prepare TPC Resolutions.

   4. Prepare Minutes and follow-up on directives.

   5. Respond to day-to-day concerns of TPC members.

c. Provide staff support for the Transportation Plan Technical Advisory Committee (TPTAC).

1. Identify critical transportation planning issues.

2. Organize meetings. Prepare Agendas and back-up materials/documentation.

3. Prepare Summary Minutes and follow-up on directives.

4. Respond to day-to-day concerns of TPTAC members.

d. Provide staff support for MPO Committees and Task Forces.

1. Identify critical transportation planning issues.

2. Support intergovernmental review activities.

3. Work with Dade County municipalities.

4. Support various task forces, such as the Tri-County Regional Organization and High-Speed Rail. Serve on the Dade County development Impact Committee.

5. Work with SFRPC on issues pertaining to transportation requirements of the state Growth Management Legislation and other related regional issues.

6. Organize and support staff working groups and task forces addressing issues, as they emerge.

7. Upgrade Displaywriter unit to a personal computer and peripheral equipment to enhance office automation in the production of technical report, documentation and information management and various other databases.

e. Provide staff support for technical committees and the MPO Board.

1. Prepare and maintain an up-to-date registry of transportation-related legislation, policies, documents, regulations and other pertinent literature that might have an impact on multi-modal transportation.

2. Summarize legislative, regulatory and policy proposals issued by governmental agencies related to multi-modal transportation.

3. Distribute written assessments and analyses, as required.

4. Participate in deliberations and meetings held by the statewide MPO Advisory Committee and other Federal, State and local committees that deal with legislative and policy-related questions.

END PRODUCTS:

1. TPTAC Agenda and back-up materials

2. TPTAC Summary Minutes

3. TPC Agendas and back-up materials

4. TPC Summary Minutes

5. MPO Agendas and back-up materials

6. MPO Summary Minutes

7. Minutes of various task forces and staff working groups, as appropriate

8. Compilation and distribution of information relating to critical issues regarding Tri-County Rail and High-Speed Rail, as appropriate

9. Assessments of proposed legislation policies and regulations, on implications affecting the local multi-modal transportation system

10. Correspondence for pertinent official agencies, as necessary

11. Briefings of appropriate parties on the development and progress of transportation-related legislation during the annual State Legislative session

12. Act as liaison between MPO and County Legislative Coordinator during annual State Legislative session.

PROJECT MANAGER:

Irma San Roman

PARTICIPATING AGENCY:

Metropolitan planning Organization

REQUIRED FUNDING:

$71,100

# FY 1991 UNIFIED PLANNING WORK PROGRAM

## Detailed Project Description

WORK ELEMENT:

4.03 UPWP DEVELOPMENT

OBJECTIVE:

Maintain a multi-modal planning program that responds to on-going community transportation needs to the most critical transportation service delivery issues.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

Prepare the FY'92 UPWP:

a. Update the list of planning issues and the statement of program objectives.

b. Prepare estimates of potential planning funds available to support the program. Initiate arrangements for matching funds. Submit correspondence to funding agencies on the various development phases of the program and responses to their inquiries and requests.

c. Work with the UPWP Committee. Propose specific activities responding to program objectives. Prepare an initial budget allocation.

d. Prepare detailed project descriptions, budgets, and product lists.

e. Assemble the Review Draft of the FY'92 UPWP.

f. Present the Review Draft of the program to the Transportation Planning Council for their approval. Transmit the TPC-approved program to the funding agencies and the A-95 Review agencies for their comments.

   Solicit comments from the Citizens Transportation Advisory Committee (CTAC) and other key private and civic organizations.

g. Working with the UPWP Committee, revise the draft program in response to comments submitted by all parties, the status of FY'91 activities, and revised funding estimates.

h. Present the Final Draft of the program to the Transportation Planning Council and the MPO Board for approval. Transmit the Final Draft to the funding agencies for use as work scope for planning grants.

END PRODUCTS:

1. Revisions to the FY'91 UPWP

2. Update of the issue list and program objectives to be considered in preparing the FY'92 UPWP

3. Review Draft of the FY'92 UPWP

4. Final Draft of the FY'92 UPWP

5. Memos transmitting the UPWP document

PROJECT MANAGER:

Anita Jones

PARTICIPATING AGENCY:

Metropolitan Planning Organization

REQUIRED FUNDING:

$25,000

FY 1991 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

4.04 CITIZEN INVOLVEMENT AND MUNICIPAL COORDINATION

OBJECTIVE:

Provide the CTAC and the public with information regarding transportation needs, and proposals for meeting these needs. Insure citizen and municipality input in all aspects of multi-modal transportation planning and decision-making process before plans and programs are approved.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

a. Provide Staff support to the meetings of the Citizens Transportation Advisory Committee (CTAC) and its subcommittees.

b. Respond to CTAC concerns as plans and programs are developed as part of the update of the Transportation Plan, the Transportation Improvement Program, the Unified Planning Work Program, and the Transit Development Program.

c. Provide a mechanism for community input that will allow a detailed consideration of the various issues. Recommendations will be reviewed and summarized by staff prior to submission to CTAC and the MPO Board. Follow-up reports on CTAC requests will be prepared.

d. Advise the BCC and the MPO on specific policy issues and products as well as provide an independent and broad-based monitoring of on-going planning and implementation activities.

e. Contact officials and staff of Metro-Dade municipalities on a regular basis, to advise them of transportation planning activities and to insure their timely participation in the early states of program and project development.

f. Coordinate technical and official input from individual municipalities and respond to their concerns as plans and programs are prepared. Provide MPO Agenda and back-up materials on a regular basis.

g. Coordinate the technical activities of the Transportation Plan Technical Advisory Committee (TPTAC), as related to the Impact Fee Process and municipal participation.

END PRODUCTS:

1. CTAC Agendas and back-up materials

2. Minutes of hearings and public meetings

3. Memos and Resolutions documenting citizen input on various planning proposals

4. Meetings and correspondence, as necessary, to maintain effective official and technical municipal involvement in the MPO process

PROJECT MANAGER:

Yvonne Soler

PARTICIPATING AGENCIES:

Metropolitan Planning Organization

REQUIRED FUNDING:

$55,000

# FY 1991 UNIFIED PLANNING WORK PROGRAM

## Detailed Project Description

WORK ELEMENT:

4.05 TRANSPORTATION DISADVANTAGED PLANNING

OBJECTIVE:

To comply with the requirements of newly enacted State legislation.

PREVIOUS WORK:

Developed a 3-year Transportation Disadvantaged Plan and completed Memorandum of Agreement accordingly. Successfully coordinated County and State HRS transportation services.

METHODOLOGY:

TASK #1 **Program Support and Administration**

Includes basic overhead, program support, and general administrative costs directly chargeable to the Transportation Disadvantaged Program, i.e.: direct program support, grant administration, interagency coordination, citizen participation, public information, local assistance, etc. (If direct program administrative and support costs are included in each individual work task, do not enter them a second time in this category.)

TASK #2 Provide Staff Support and Resources to Board

Includes developing and implementing procedures for:

a. Appointment and reappointment of voting and non-voting members to the Coordinating Board.

b. Administration of Board and meetings to include official minutes.

c. Board approval of Coordinator's annual operating report.

d. [redacted]t of Coordinating Board annual report.

e. Joint development with Coordinator of Memorandum of Agreement and Board Approval.

Coordinator Rep. & Chairperson

f. Presentation of Memorandum of Agreement to Commission for approval.

g. Continuation of services plan, when coordinator terminates contract, or for other emergency situations.

h. Monitoring and evaluation of Coordinator.

i. Working with Coordinator to approve and [redacted] the utilization of school bus and public transit services.

j. Reviewing all applications for local, State and Federal government Transportation Disadvantaged funds.

k. Working with Commission in development of a certification program for intercounty services.

l. Creating innovative ways to improve services with adjoining services areas.

m. Creating and maintaining a vehicle inventory and utilization plan of vehicles purchased or leased with Transportation Disadvantaged funds.

n. Appointing a grievance subcommittee and proposed duties of such subcommittee.

o. Working with the Coordinator in developing applications for funding.

p. Identifying and addressing barriers to coordination (accessibility and others).

q. Creating innovative ways to accommodate the non-sponsored.

r. Consolidating the estimate of Federal and local government transportation funds.

TASK #3 Select Community Transportation Coordinator

Includes the development and implementation of procedures for: the selection process, evaluation or negotiation of fare structures to insure the best overall cost effective mixture of transportation services is achieved.

TASK #4 Comprehensive Plans

This task includes whatever steps are necessary to assure that the local planning agency(ies) responsible for preparing the local comprehensive plan has an

opportunity to review and comment on the Coordinated Transportation Development Plan.

TASK #5 **Coordinated Transportation Development Plan**

This tasks includes the development of a Coordinated Transportation Development (TD) Plan for transportation disadvantaged services within the grantees' service area. The Plan shall be a 5-year recommended implementation plan which indicates all the requirements of Chapter 427, F.S. and Rule 41-2 FAC, to implement the Transportation Disadvantaged Program within the designated service area. Elements of the plan shall include at a minimum:

a. **Designation of the Official Planning Agency**

b. **Appointment of Coordinating Board**

c. Existing providers of service

d. **Coordinator selection process**

e. Identification of all Federal, State, and local government funds available within the service area

f. Identify the benefits of TD Trust Funds to purchase additional non-sponsored trips and capital equipment.

g. An assessment of the quantity and types of transportation disadvantaged services (trips) needed beyond the available TD resources

h. Inclusion of Transportation Disadvantaged Element in the Transportation Improvement Programs by Metropolitan Planning Organizations. This element will contain all Federal, State and local government funds for transportation disadvantaged services within the designated service area.

i. Where there is no Metropolitan Planning Organization, the designated Official Planning Agency shall prepare a Transportation Disadvantaged Transportation Improvement Program. this program shall cover a 5-year period and will contain all Federal, State and local government funds for transportation disadvantaged services within the designated service area.

END PRODUCTS:

1. **Agenda and back-up materials**

2. Summary Minutes and Resolutions

3. Completed contracts with Transportation Disadvantaged providers

4. Annual report

PROJECT MANAGERS:

Jose-Luis Mesa
Mario Garcia

PARTICIPATING AGENCY:

Metropolitan Planning Organization
Metro-Dade Transit Agency

REQUIRED FUNDING:

$252,706

FY 1991 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

4.06 UMTA CIVIL RIGHTS REQUIREMENTS

OBJECTIVE:

Respond to Federal requirements for monitoring Civil Rights compliance based on the level of transit services provided to minority communities.

PREVIOUS WORK:

A major update of this report is required to be completed every three years. The next major update is due early 1992 (FY 1992), but it is anticipated that some of the work leading to this major update will be started in late FY 1991.

METHODOLOGY:

a. Run the available transit accessibility models for proposed service changes, and monitor the results.

b. Monitor the minority usage of transit services through the analysis of information obtained from marketing tracking surveys.

END PRODUCTS:

1. Minority accessibility reports, letters/documents to UMTA notifying them of significant changes in transit services or transit service providers

2. Preliminary documentation leading to the full update of the Title VI report by February, 1992

PROJECT MANAGER:

Mario G. Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

REQUIRED FUNDING:

$10,000

FY 1991 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

4.07 FDOT/MPO TRANSPORTATION PLANNING LIAISON

OBJECTIVE:

Maintain a meaningful cooperative local/State planning program.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

FDOT will assist the MPO in carrying out various UPWP tasks.

END PRODUCTS:

1. Attendance at MPO meetings by FDOT
2. Requested data

PROJECT MANAGER:

Rafael De Arazoza

PARTICIPATING AGENCIES:

Florida Department of Transportation

REQUIRED FUNDING:

$30,000

# APPENDICES

APPENDIX I

FY 1991 UNIFIED PLANNING WORK PROGRAM
AVAILABLE AND REQUEST FUNDING
($000)

FUNDING SOURCES:

FHWA PL FUNDS

| | | |
|---|---|---|
| Regular FHWA PL | $327.93 | |
| Local Match (15%) | 57.87 | |
| Subtotal . . . . . | $385.80 | |
| Carry over FHWA PL | $ 8.50 | |
| Local Match (15%) | 1.50 | |
| Subtotal . . . . . | $10.00 | |
| TOTAL . . . . . | | $395.80 |

OTHER/STATE FUNDS AND LOCAL MATCH

| | | |
|---|---|---|
| Project No. 3.01 | $ 50.00 | |
| Project No. 3.03 | 50.00 | |
| Project No. 3.04 | 75.00 | |
| Project No. 4.05 | 189.53 | |
| Project No. 4.07 | 30.00 | |
| Project No. 4.08 | 50.00 | |
| Local Match | 113.18 | |
| TOTAL . . . . . | | $557.71 |

UMTA SECTION 8 FUNDS

| | | |
|---|---|---|
| Regular Section 8 | $400.24 | |
| Local Match (20%) | 100.06 | |
| TOTAL . . . . . | | $500.30 |

UMTA SECTION 9 FUNDS

| | | |
|---|---|---|
| Regular Section 9 (Project 1.03) | $480.00 | |
| State Match (10%) | 60.00 | |
| Local Match (10%) | 60.00 | |
| TOTAL . . . . . | | $600.00 |

FY'91 UPWP GRAND TOTAL . . . . . $2,053.81

## APPENDIX II

### FY 1991 UNIFIED PLANNING WORK PROGRAM
### PROJECT FUNDING BY SOURCE
### ($000)

| | UMTA SEC.8 | OTHER | FHWA PL | TOTAL |
|---|---|---|---|---|
| OBJECTIVE A: LONG-RANGE TRANSPORTATION PLANNING | | | | |
| 1.01 Urban Travel Modeling and Forecasting | 70 | | 40 | 110 |
| 1.02 Transportation/Land-Use Coordination | 30 | | 25 | 55 |
| 1.03 Travel Corridor Transition Study | | 600[a] | 50 | 650 |
| TOTAL - Long-Range Transportation Planning | 100 | 600 | 115 | 815 |
| OBJECTIVE B: SHORT-RANGE TRANSPORTATION PLANNING | | | | |
| 2.01 Short-Range Intermodal Planning | 100 | | 20 | 120 |
| 2.02 Highway Surveillance | | | 65 | 65 |
| 2.03 Transit Surveillance | 65 | | | 65 |
| 2.04 Transportation Improvement Program Preparation | 15 | | 15 | 30 |
| 2.05 Socio-Economic Data | | | 65 | 65 |
| TOTAL - Short-Range Transportation Planning | 180 | 0 | 165 | 345 |
| OBJECTIVE C: INTEGRATED TRANSPORTATION SYSTEM | | | | |
| 3.01 Airport Multi-Modal Access Study | | 50 | 20 | 70 |
| 3.02 Improving Regional Transportation Planning | 5 | | | 5 |
| 3.03 Comprehensive Bicycle Planning and Coordination | | 100[b] | | 100 |
| 3.04 Airport/Seaport Rail Transit Feasibility Study | | 75 | | 75 |
| TOTAL - Integrated Transportation System | 5 | 225 | 20 | 250 |

a - UMTA Section 9 funds
b - State Grant funds and local match

| | UMTA SEC.8 | OTHER | FHWA PL | TOTAL |
|---|---|---|---|---|
| OBJECTIVE D: TRANSPORTATION PLANNING PROCESS AND FUNDING | | | | |
| 4.01 UPWP Administration..... | 45 | | 20 | 65 |
| 4.02 MPO Board and Technical Committee Support..... | 50.3 | | 20.8 | 71.1 |
| 4.03 UPWP Development..... | 12.5 | | 12.5 | 25 |
| 4.04 Citizen Involvement and Municipal Coordination..... | 55 | | | 55 |
| 4.05 Transportation Disadvantaged Planning..... | | 252.7[b] | | 252.7 |
| 4.06 UMTA Civil Rights Requirements.... | 10 | | | 10 |
| 4.07 FDOT/MPO Transportation Planning Liaison..... | | 30 | | 30 |
| 4.08 FDOT/Cash Match..... | | 50 | | 50 |
| 4.09 MPO Program Support Services..... | 42.5 | | 42.5 | 85[c] |
| TOTAL - Transportation Planning Process and Funding | 215.3 | 332.7 | 95.8 | 643.8 |
| GRAND TOTAL - 1991 UNIFIED PLANNING WORK PROGRAM | $500.3 | $1,157.7 | $395.8 | $2,053.8 |

b - State Grant funds and local match
c - These funds have been reserved to pay for program accounting fees and rental of MPO program office.

APPENDIX III

FY 1990 UNIFIED PLANNING WORK PROGRAM
LOCAL AGENCY PARTICIPATION
($000)

| | MPO | MDTA | DCPD | DCPW | DIC | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| **A. LONG-RANGE TRANSPORTATION PLANNING** | | | | | | | |
| 1.01 Urban Travel Modeling and Forecasting | 90 | | | | 20 | | 110 |
| 1.02 Transportation/Land-Use Coordination | 15 | 10 | 15 | 15 | | | 55 |
| 1.03 Travel Corridor Transition Study | | | | | | 650 | 650 |
| TOTAL - Long-Range Transportation Planning | 105 | 10 | 15 | 15 | 20 | 650 | 815 |
| **B. SHORT-RANGE TRANSPORTATION PLANNING** | | | | | | | |
| 2.01 Short-Range Intermodal Planning | 85 | 25 | | 10 | | | 120 |
| 2.02 Highway Surveillance | | | | 65 | | | 65 |
| 2.03 Transit Surveillance | | 65 | | | | | 65 |
| 2.04 Transportation Improvement Program (TIP) Preparation | 10 | 5 | | 15 | | | 30 |
| 2.05 Socio-Economic Data | | | 65 | | | | 65 |
| TOTAL - Short-Range Transportation Planning | 95 | 95 | 65 | 90 | 0 | 0 | 345 |
| **C. INTEGRATED TRANSPORTATION SYSTEM** | | | | | | | |
| 3.01 Airport Multi-Modal Access Study | 20 | | | | | 50 | 70 |
| 3.02 Improving Regional Transportation Planning | | | | | | 5 | 5 |
| 3.03 Comprehensive Bicycle Planning and Coordination | 100 | | | | | | 100 |
| 3.04 Airport/Seaport Rail Transit Feasibility Study | | | | | | 75 | 75 |
| TOTAL - Integrated Transportation System | 120 | 0 | 0 | 0 | 0 | 130 | 250 |

| | MPO | MDTA | DCPD | DCPW | DIC | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| **D. TRANSPORTATION PLANNING PROCESS AND FUNDING** | | | | | | | |
| 4.01 UPWP Administration..... | 65 | | | | | | 65 |
| 4.02 MPO Board and Technical Committee Support..... | 71.1 | | | | | | 71.1 |
| 4.03 UPWP Development..... | 25 | | | | | | 25 |
| 4.04 Citizen Involvement and Municipal Coordination..... | 55 | | | | | | 55 |
| 4.05 Transportation Disadvantaged Planning..... | 126.4 | 126.3 | | | | | 252.7 |
| 4.06 UMTA Civil Rights Requirements..... | | 10 | | | | | 10 |
| 4.07 FDOT/MPO Transportation Planning Liaison..... | | | | | | 30 | 30 |
| 4.08 FDOT/Cash Match..... | | | | | | 50 | 50 |
| 4.09 MPO Program Support Services*... | 85 | | | | | | 85 |
| TOTAL - Transportation Planning Process and Funding | 427.5 | 136.3 | 0 | 0 | 0 | 80 | 643.8 |
| GRAND TOTAL - 1991 UNIFIED PLANNING WORK PROGRAM | $747.5 | $241.3 | $80 | $105 | $20 | $860 | $2,053.8 |

* - Program accounting fees and rental of MPO Program Offices

APPENDIX IV

FY 1991 PROJECT FUNDING BY AGENCY ALLOCATIONS
($000)

| | FEDERAL | | | | | STATE | | LOCAL | | | | | | PROJECT TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UMTA | | | FHWA | | | | | | | | | | |
| | SEC 8 | SEC 9 | TOTAL | PL | TOTAL | OTHER | TOTAL | OTHER LOCAL | TOTAL | UTMA * MATCH | FHWA MATCH | OVER MATCH | TOTAL | |
| LONGE-RANGE TRANSPORTATION PLANNING | | | | | | | | | | | | | | |
| 1.01 URBAN TRAVEL MODELING AND FORECASTING | 56 | 0 | 56 | 34 | 34 | 0 | 0 | 0 | 0 | 14 | 6 | 0.00 | 20.00 | 110 |
| 1.02 TRANSPORTATION/ LAND USE COORDINATION | 24 | 0 | 24 | 21.25 | 21.25 | 0 | 0 | 0 | 0 | 6 | 3.75 | 0 | 9.75 | 55 |
| 1.03 TRAVEL CORRIDOR TRANSITION STUDY | 0 | 480 | 480 | 42.5 | 42.5 | 60 | 60 | 0 | 0 | 60 | 7.5 | 0 | 67.5 | 650 |
| SUBTOTAL - LONG-RANGE TRANSPORTATION PLANNING: | | | 560 | | 97.75 | | 60.0 | | 0.0 | | | | 97.25 | 815 |
| SHORT-RANGE TRANSPORTATION PLANNING | | | | | | | | | | | | | | |
| 2.01 SHORT-RANGE INTER-MODAL PLANNING | 80 | 0 | 80 | 17 | 17 | 0 | 0 | 0 | 0 | 20 | 3 | 0 | 23 | 120 |
| 2.02 HIGHWAY SURVEILLANCE | 0 | 0 | 0 | 55.25 | 55.25 | 0 | 0 | 0 | 0 | 0 | 9.75 | 0 | 9.75 | 65 |
| 2.03 TRANSIT SURVEILLANCE | 52 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 65 |

* Includes 10% cash match provided by FDOT for each work element funded with FY 1991 Section 8 UMTA funds up to a maximum total of $50,000.00. For administrative purposes, this FDOT Cash Match is referred to as work element 4.08 (FDOT UMTA Grant Cash Match).

APPENDIX IV

FY 1991 PROJECT FUNDING BY AGENCY ALLOCATIONS
($000)

| | FEDERAL | | | | | STATE | | LOCAL | | | | | | PROJECT TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UMTA | | | FHWA | | | | | | | | | | |
| | SEC 8 | SEC 9 | TOTAL | PL | TOTAL | OTHER | TOTAL | OTHER LOCAL | TOTAL | UTMA * MATCH | FHWA MATCH | OVER MATCH | TOTAL | |
| 2.04 TIP PREPARATION | 12 | 0 | 12 | 12.75 | 12.75 | 0 | 0 | 0 | 0 | 3 | 2.25 | 0 | 5.25 | 30 |
| 2.05 SOCIO-ECONOMIC DATA | 0 | 0 | 0 | 55.25 | 55.25 | 0 | 0 | 0 | 0 | 0 | 9.75 | 0 | 9.75 | 65 |
| SUBTOTAL - SHORT-RANGE TRANSPORTATION PLANNING: | | | 144 | | 140.25 | | 0 | | 0 | | | | 60.75 | 345 |
| * * * | | | | | | | | | | | | | | |
| INTEGRATED TRANSPORTATION SYSTEM | | | | | | | | | | | | | | |
| 3.01 AIRPORT MULTI-MODAL ACCESS STUDY | 0 | 0 | 0 | 17 | 17 | 25 | 25 | 25 | 25 | 0 | 0 | 3 | 3 | 70 |
| 3.02 IMPROVING REGIONAL TRANSPORTATION PLANNING | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 3.03 COMPREHENSIVE BICYCLE PLANNING/COORDINATION | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 50 | 50 | 100 |

* Includes 10% cash match provided by FDOT for each work element funded with FY 1991 Section 8 UMTA funds up to a maximum total of $50,000.00. For administrative purposes, this FDOT Cash Match is referred to as work element 4.08 (FDOT UMTA Grant Cash Match).

APPENDIX IV

FY 1991 PROJECT FUNDING BY AGENCY ALLOCATIONS
($000)

| | FEDERAL | | | | | STATE | | LOCAL | | | | | | PROJECT TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UMTA | | | FHWA | | | | | | | | | | |
| | SEC 8 | SEC 9 | TOTAL | PL | TOTAL | OTHER | TOTAL | OTHER LOCAL | TOTAL | UTMA * MATCH | FHWA MATCH | OVER MATCH | TOTAL | |
| 3.04 AIRPORT/SEAPORT RAIL TRANSIT FEASIBLITY STUDY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 75 | 0 | 0 | 0 | 0 | 75 |
| SUBTOTAL - INTEGRATED TRANSPORTATION SYSTEM: | | | 4 | | 17 | | 75 | | 100 | | | | 54 | 250 |
| TRANSPORTATION PLANNING PROCESS | | | | | | | | | | | | | | |
| 4.01 UPWP ADMINISTRATION | 36 | 0 | 36 | 17 | 17 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 12 | 65 |
| 4.02 MPO BOARD & TECHNICAL COMMITTEE SUPPORT AND LEGISLATIVE ASSESSMENTS | 40.24 | 0 | 40.24 | 17.68 | 17.68 | 0 | 0 | 0 | 0 | 10.06 | 3.12 | 0 | 13.18 | 71.1 |
| 4.03 UPWP DEVELOPMENT | 10 | 0 | 10 | 10.63 | 10.63 | 0 | 0 | 0 | 0 | 2.5 | 1.87 | 0 | 4.37 | 25 |
| 4.04 CITIZEN INVOLVEMENT AND MUNICIPAL COORDINATION | 44 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 55 |
| 4.05 TRANSPORTATION DIS-ADVANTAGED PLANNING | 0 | 0 | 0 | 0 | 0 | 189.53 | 189.53 | 0 | 0 | 0 | 0 | 63.18 | 63.18 | 252.71 |

* Includes 10% cash match provided by FDOT for each work element funded with FY 1991 Section 8 UMTA funds up to a maximum total of $50,000.00. For administrative purposes, this FDOT Cash Match is referred to as work element 4.08 (FDOT UMTA Grant Cash Match).

APPENDIX IV

FY 1991 PROJECT FUNDING BY AGENCY ALLOCATIONS
($000)

| | FEDERAL | | | | | STATE | | LOCAL | | | | | | PROJECT TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UMTA | | | FHWA | | | | | | | | | | |
| | SEC 8 | SEC 9 | TOTAL | PL | TOTAL | OTHER | TOTAL | OTHER LOCAL | TOTAL | UTMA * MATCH | FHWA MATCH | OVER MATCH | TOTAL | |
| 4.06 UMTA CIVIL RIGHTS REQUIREMENTS | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 10 |
| 4.07 FDOT/MPO TRANSPORTATION PLANNING LIASON | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | 0 | 0.0 | 0 | 0 | 0 | 30 |
| 4.08 FDOT/MPO TRANSPORTATION PLANNING LIASON | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0.0 | 0 | 0 | 0 | 50 |
| 4.09 MPO PROGRAM SUPPORT SERVICES | 34 | 0 | 34 | 36.12 | 36.12 | 0 | 0 | 0 | 0 | 8.5 | 6.38 | 0 | 14.88 | 85 |
| SUBTOTAL - TRANSPORTATION PLANNING | | | 172.24 | | 81.43 | | 269.53 | | 0 | | | | 120.61 | 643.81 |
| GRAND TOTAL: | | | 880.24 | | 336.43 | | 404.53 | | 100 | | | | 332.61 | 2053.81 |

* Includes 10% cash match provided by FDOT for each work element funded with FY 1991 Section 8 UMTA funds up to a maximum total of $50,000.00.
For administrative purposes, this FDOT Cash Match is referred to as work element 4.08 (FDOT UMTA Grant Cash Match).